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Palmetto AVIATION

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MAY, 1981

Gov. Riley appoints Norman J. Arnold to commission

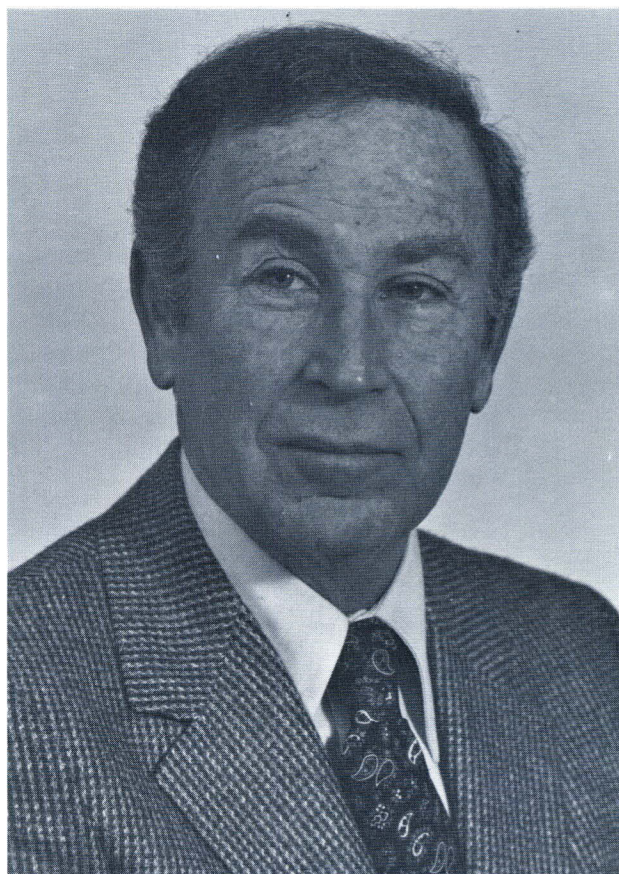
Norman J. Arnold, president and chief executive officer of the Ben Arnold Co., has been appointed to a four-year term on the South Carolina Aeronautics Commission.

Arnold was appointed to the seven member commission by Gov. Richard Riley. His term will begin May 6, 1981 and expire May 5, 1985. Arnold replaces Thomas L. Gregory whose term is expiring.

Arnold was born in Charleston in 1929. Since graduation from Oglethorpe University, Arnold has been employed continuously at the Ben Arnold Company, except for a four year tour of duty as a Naval Officer in the Korean Theater. He worked in all departments of the family business until 1963, when at the unexpected death of his father, he was appointed president.

Under his leadership the Ben Arnold Company has had continuous and substantial growth. In 1976, the company was selected as one of four "Model South Carolina Corporations" for a study by the Advanced Management students at the University of South Carolina Graduate School of Business. The Ben Arnold Company is now the largest wholesaler of alcoholic beverages in the Southeast and among the largest in the nation.

Professionally, Arnold is active in the Wine and Spirits Wholesalers of America, having served as a Director for fifteen years and in 1962 as the first Chairman of the Council of Young Executives. He has served as the Chairman of the Advisory Board of Directors of the C & S National Bank in Columbia and on the Board of Directors of Southern Development Corporation. In 1977, he



NORMAN
J.
ARNOLD

was the recipient of the *TIME* Magazine Distinguished Wholesaler Award.

Active in community affairs, Arnold was a founder and past president of the Boys' Clubs of America in Columbia; a founder and past president of the Columbia Zoological Society, now the Riverbanks Zoological Park, on which Commission he currently serves. He has also served as Chairman of the Richland County Heart Fund.

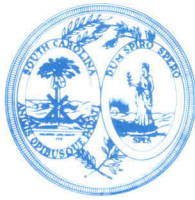
On a state level, Arnold has served as Chairman of the Childrens Bureau of South Carolina and on the Legislative Tourism Study Commission. He is Chairman of the South Carolina Employment Training Council and serves as Committee Chairman on the

Governor's Economic Task Force.

Arnold has been active in educational affairs, serving as a Trustee of Oglethorpe University and Heathwood Hall Episcopal School. In his father's memory, he founded and is Chairman of the Ben Arnold Memorial Foundation, which funds educational and health programs in South Carolina, such as the Ben Arnold Memorial Boys' Club of Columbia.

In religious activities, he is a Trustee of Beth Shalom Synagogue, the Columbia Jewish Welfare Federation and the Columbia Jewish Community Center.

He is married to the former Gerry Sue Siegel of Atlanta, Georgia. They have three sons.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Commission approves \$232,703 for airports

At its regular meeting in April, the South Carolina Aeronautics Commission approved more than a quarter million dollars for several airport improvement projects, including an ILS at Donaldson Airpark.

The Commission tentatively, unanimously approved \$195,000 in state funds for purchase and installation of an Instrument Landing System (ILS) at the former Air Force base. Total project cost is expected to be \$390,00. The project will be funded entirely with state and Donaldson funds; there are no federal funds involved.

The ILS is expected to make it easier for the cargo aircraft which utilize the field to make all weather approaches.

In other business, the Commission also approved \$15,038 as the state share in a joint federal, state and local project to overlay taxiways G, J and K at the Florence City-County Airport. Total project cost is expected to be \$300,750.

And in another federally funded project, the Commission approved \$13,115 as the state share to clear runway approaches at the Lee County Airport. Total project cost is expected to be \$105,934.

The Commission also approved \$9,550 in state funds for a by-pass taxiway on runway 18 at the Greenville Downtown Airport. Total Cost of this state and locally funded project is expected to be \$19,100.

Aviation Calendar

MAY 16: Third Annual Air Show sponsored by North American Institute of Aviation and Omar Shriners; Conway-Horry County Airport, 10 a.m. admission free. Contact: Stan Frie (803) 397-9111.

MAY 24: Cheraw Air Show at Cheraw Airport to benefit Cheraw Rescue Squad. Aerobatics, hot air balloon, static displays, 2-5 p.m. Contact Richard D. Griggs (803) 537-4567.

MAY 31: Open house and air show featuring the Thunderbirds, Myrtle Beach Air Force Base, Myrtle Beach, S.C., 12-4 p.m. Contact base public affairs office (803) 238-7578.

JUNE 31: EAA fly-in and Breakfast club

meeting, Huggins Memorial Airport, antiques, classics and ultralights. Contact Ray Kaess, (803) 346-2191.

JULY 3-6: Ercoupe Owners Club National Fly-in at Wood County Airport, Bowling Green, Ohio. Owners of Ercoupes, Aircoupes, Alons and Mooney Cadets are welcome. Contact Carl Hall (419) 372-2640.

JULY 15-16: Beaufort Water Festival, Beaufort, S.C., featuring U.S. Army Golden Knights Parachute Team.

JULY 15-19: Lawyer-Pilots Bar Association semi annual meeting at Shangra La in Aston, Okla. Contact David C. Prewitt (215) 546-5636.

Ultralight members pass 1,000 mark

The EAA Ultralight Association has passed the 1,000 mark in membership, according to Paul H. Poberezny, EAA president.

Formed at the 1980 EAA Convention

and Sport Aviation Exhibition, the new activity is one of the fastest growing elements of EAA with eight chapters stretching from Florida to California.

Thunderbirds to fly at Myrtle Beach

The U.S. Air Force Thunderbirds will perform at Myrtle Beach Air Force Base Sunday, May 31, as part of the base's annual open house and airshow.

Besides the Thunderbirds, there will be a radio control model airplane demonstration, a special forces demonstration and a demonstration of Air Force air rescue units plus static displays.

Gates open at 11 a.m. Activities begin at 12:45 p.m. with the model airplane demonstration. The Thunderbirds are scheduled to fly at 2:45 p.m. for a one hour show.

Breakfast Club, EAA to fly in to Timmonsville

A fly-in, sponsored by the Florence chapter of the Experimental Aircraft Association (EAA) will be held Sunday, June 21 at the Huggins Memorial Airport in Timmonsville.

The S.C. Breakfast Club will also hold its meeting at the airport that morning. Those flying in for the meeting will be bused into town for breakfast.

All aircraft, particularly antiques, classics and ultralights are welcome. For more information, contact Ray Kaess at (803) 346-2191 after 5 p.m.

Beta Sigma Phi airshow

Top pilots to fly in Cheraw, May 24

The Second Annual Air Show presented by Beta Sigma Phi and the Cheraw Rescue Squad will be held at the Cheraw Airport on May 24 at 2:00 p.m. Proceeds from the three-hour spectacular will go toward purchase of radio communications equipment for the Cheraw Rescue Squad. This communications equipment will be used with the heart monitor purchase from proceeds of last year's Air Show.

DR. BUTCH HARBOLD

Dr. Butch Harbold, a top-rated aerobatic pilot, will be among the daring performers participating in the Air Show. Dr. Harbold is a practicing cardiologist in Charlotte, N.C., who was exposed to flying early, having been brought up in an Air Force family, the son of a General. He has been flying over 24 years and has accumulated thousands of hours in single-engine aircraft.

Dr. Harbold's Royal Canadian Air Force basic trainer, the Super Chipmunk, was built in 1952 and was used by the military until 1964. After civilian purchase, it underwent extensive modification in 1972 and 1973 to enable it to perform fully. Modifications include adding a larger engine, shortening the wings, increasing aileron and elevator travel and area, and strengthening all major flying surface supports. The plane will cruise at 150 mph, with a top speed of 225 mph. Power is provided by a 260 horsepower Lycoming engine.

A few of the maneuvers Dr. Harbold is planning for the Cheraw show may

include outside loops, inverted spins, "heart loops", eight-point rolls, inverted pass, 45-degree inverted climb with roll and turn, and many others.

BOBBY JONTE

Also performing in the Air Show will be Bobby Jonte who is an agricultural pilot from Greeleyville, S.C. He is the president of Ag-Air, Inc., a four plane aerial spraying company. Since learning to fly in 1970, Bobby has accumulated nearly nine thousand hours of flight time. He has flown over 100 different types of aircraft ranging from tiny homebuilts to the Super DC-3 Airliner. Bobby is active in several aviation associations, being a Colonel in the Confederate Airforce and the secretary/treasurer of the S.C. Agricultural Aviation Association.

OTHER FLYERS

Other flyers include Danny Byrum flying the Pitts Special and J3 Cub; representatives of JAARS (short takeoff and landing planes) from Waxhaw, N.C.; the Raeford Jump Team from Raeford, N.C.; Dr. Joe Newsom of Cheraw, and Jim Starling of Columbia. Special attractions will include a hot air balloon and ultralight airplanes. Also of interest will be a static display presented by Shaw Air Force Base.

Adult tickets will be \$3.00, children ages eight through twelve will be \$1.00, while children under eight will be admitted free. A list of ticket outlets will be soon announced.

Airshow '81 set May 16 at Conway

On Saturday, May 16th at 10:00 North American Institute of Aviation and the Omar Shriners will present the third annual Air Show '81, the best in aerial acrobatic artistry featuring the finest pilots and aircraft in the South together with an Event Fish Fry.

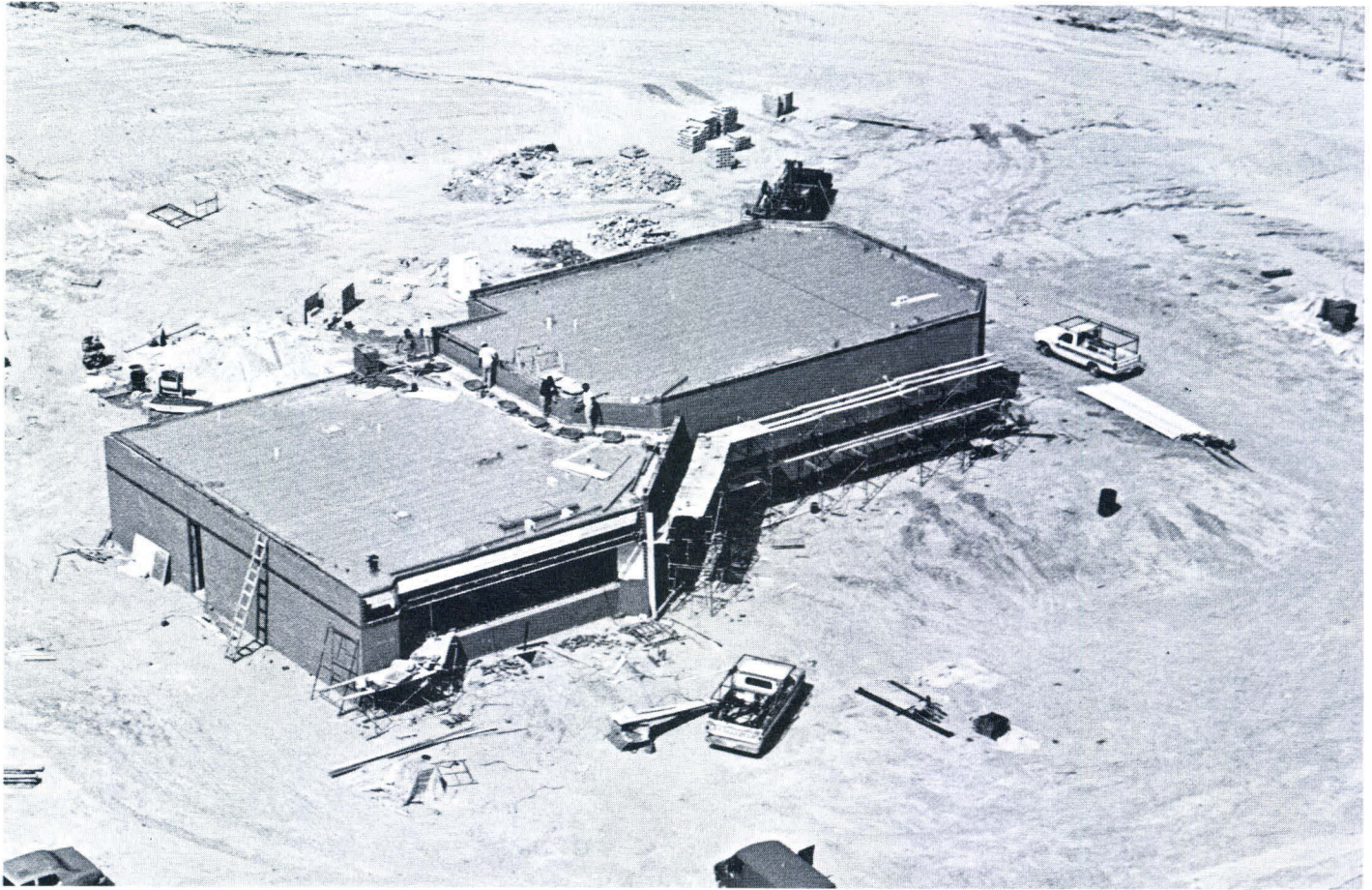
As featured performers from Salisbury, NC, the team of Lindsay Hess and John Stone will thrill

spectators with formation aerobatics performed in two Pitts S-2 biplanes flying with only a few feet separating the wing tips. And, back by popular demand, Col. Bobby Jonte of the Confederate Air Force who will fly his North American AT-6 "TEXAN" in a spectacular, low level demonstration of his extraordinary skill.

In addition, Henry Haddock,

Haddock Flying Service, of Kingstree will return for another exciting demonstration of ag-flying. Carolina Sail Planes will be back with a demonstration of powerless flight-flying in its purest form.

The U.S. Army's 82nd Airborne Division has been invited to provide its "All American Parachute Team".



Construction work is proceeding on a new headquarters building for the S.C. Wing, Civil Air Patrol at Columbia Metropolitan Airport. The 5,300 square foot building will contain administrative offices for the wing staff, a multi-purpose auditorium/operations area with seating for 125 persons and a communications center. The building is located on 3.8 acres of airport property next to the Midlands TEC Airport Campus. Construction is being done by M.B. Kahn Construction Co., the project low bidder at \$266,926.

Aerospace Education meet held in San Antonio

The National Congress on Aerospace Education was held at the El Tropicano Hotel in San Antonio, TX, April 2 through 4.

The congress, which is sponsored by Civil Air Patrol, the Federal Aviation Administration (FAA), and the National Aeronautics and Space Administration (NASA) drew over 800 educators. Also attending were a number of nationally and internationally known figures prominent in the fields of aviation and education.

An active part in the congress was taken by CAP Aerospace Education Officers and members from across the nation. One of Civil Air Patrol's primary missions is aerospace education, a program to help make Americans aware of the implications of aviation and aerospace in the world today.

The keynote address at the congress was given by George H. Gay, the only

survivor of Torpedo Squadron 8 in the Battle of Midway in World War II, and for 30 years a pilot for TWA.

Other highlights of the congress included concurrent sessions on aerospace topics; grade-level dialogue sessions - "Let's Talk About Aerospace"; field trips to Kelly AFB, Randolph AFB, Lackland AFB, Fort Sam Houston, and Brooks School of Aerospace Medicine.

The congress closed with the Heritage Segment featuring Dr. Paul E. Garber, historian emeritus of the National Air and Space Museum, Smithsonian Institution; and Brig. Gen. Charles E. "Chuck" Yeager, USAF (Ret.), the first man to fly faster than the speed of sound.

Make plans now to attend Congress '82 scheduled for Atlanta, GA, April 1, 2, and 3, 1982 at the Sheraton-Atlanta Hotel.

155 saved due to CAP air rescue

According to the 1981 Civil Air Patrol (CAP) annual report, the CAP saved or helped to save 115 lives during 1980 while responding to requests for help from the U.S. Air Force air rescue center.

This was an all-time high, according to the report, and was set while participating in 175 more missions but logging almost 4,000 fewer flying hours than in 1979.

According to Gen. Johnnie Boyd, CAP national commander, the favorable comparison is attributable to better use of the latest in search and rescue techniques and equipment to reduce flying time.

Unfeathered ducks hard to see also

Ducks, both feathered and unfeathered, present a midair collision potential to all pilots. All of you are familiar with the feathered duck and what it looks like. Some of you may even know its nesting habits and migratory routes. But are you familiar with the looks, nesting habits and migratory routes of the unfeathered duck?

The unfeathered duck in this article refers to the Air Force's O-2A, or "Duck", a name affectionately bestowed upon the aircraft by those who fly it. Why the name "Duck"? Opinions differ, but most claim the name is due to the unique manner the main gear retract rearward and upward as the feathered fowl does after takeoff. However, our former fast pants flyers firmly believe the name is justified because the O-2 only flies as fast as the feathered kind. Notwithstanding the reason for its name, general aviation enthusiasts should be familiar with the O-2 and its operations.

The O-2 is the military version of the Cessna 337 Super Skymaster. It looks like a 337 but seeing it is not always easy. Like the female of the feathered flyer, the O-2A employs a camouflage scheme to hide it from predators and increase its survivability. Likewise, it often "flocks" in groups of two, three, or four, often at low altitude. Therefore, seeing one "Duck" may often indicate there will be others close by.

The O-2 primarily "nests" at Shaw AFB, near Sumter, S.C. But its "migratory" habits take it into all parts of the Palmetto State. If you fly out of or near Bennettsville, Hartsville, Florence,

Orangeburg, St. Matthews, or Moncks Corner, be especially watchful for our low level activities. In these areas, we can often be operating at 100-500 feet AGL and upwards to 160 knots practicing low altitude tactical navigation. Of course another favorite area for the "Duck" is our Military Operating Areas (MOAs) and these are

clearly marked on your aeronautical charts.

We're looking for you, so please look for us. Remember, heads up and eyes out will help you to duck a "Duck".

By: Capt. Ed Hayden
507 TAIRCW/Safety
Shaw AFB, SC



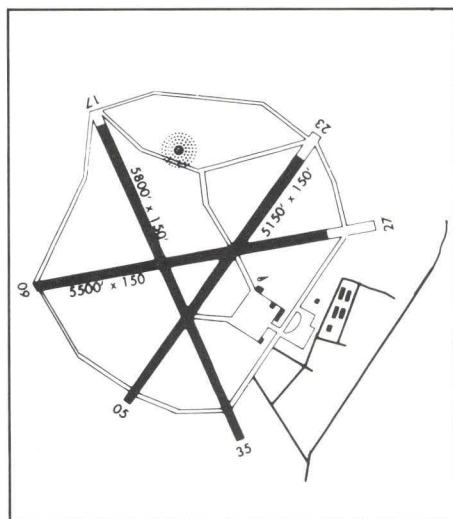
Walterboro under new management

Walterboro Airport, an old World War II air base with three large runways and a new modern terminal, is under new management.

Andy Pontious, president of Walterboro Aviation Corp. and his partner, Raymond Enslow, have teamed up to run the airport and are pledging quality service and a first class facility to all who stop in.

"We are going to be offering a full line of service including instruction, aircraft sales, rentals, maintenance, 100LL and jet A fuel, T-hangars, open hangars and tie downs," Enslow said.

"What we are offering is good service, fuel and a place to rest without radar environment."



They are also running a 135 operation using a Cherokee Six. They would like to acquire a twin and are looking for someone to purchase a multi-engine aircraft and lease it back to them.

Walterboro Airport can accommodate almost any size aircraft on its large runways. There are six (17/35), (05/23) and (09/27) and the shortest is 5,300 feet long. There is an NDB on the field which can be received on 221 mHz. The identifier is RBW. For night operation, runway 17/35 is lighted and there is a rotating beacon on the field.

The airport is 1.75 miles east of Walterboro and courtesy cars are available so come on down. As Enslow says, "We'll help you any way we can."

FAA gets tough in Avon Park

ST. PETERSBURG — The growing number of pilots illegally flying into the Avon Park Military Restricted Training Area is of mounting concern to both the Federal Aviation Administration and the Military. Avon Park is a vast block of airspace in Central Florida which has been set aside by the FAA for the exclusive use of high-speed military jet aircraft for practice bombing and gunnery missions and other training maneuvers. These activities pose a continuing threat to unauthorized aircraft which might stray into the area.

To eliminate this problem, FAA is intensifying its pilot education and information programs throughout Florida about the Avon Park Restricted Area and the inherent dangers to pilots who intrude into this "off limits" airspace. To support this effort, the FAA Southern Region's fast turboprop aircraft will be patrolling the Central Florida/Avon Park area and visiting operators and local airports in the area.

The special surveillance began April 12 and will continue for an indefinite period. FAA inspectors are on board, equipped with binoculars and cameras, to identify any intruding aircraft. They will be recording the "tail numbers" of such aircraft, and pilots will be contacted. When appropriate, they will be cited for violation of applicable Federal Aviation Regulations (FARs). A civil penalty of up to \$1,000 or action against the pilots' certificates can be

imposed for each FAR violation.

According to the FAA, the Avon Park Restricted Area is the most active and most complex bombing and gunnery range in the East. Central Florida is also one of the most popular areas for general aviation flying. However, because slower aircraft and high-speed military jet activities are not compatible in this environment, the FAA and the Military have worked closely to confine the essential military training operations inside the boundaries of the Avon Park Restricted Area which is depicted on all aeronautical charts.

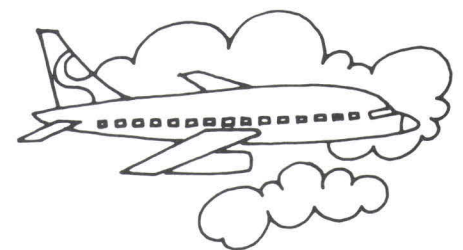
For several years, the Federal Aviation Administration, Florida's Department of Transportation, and the Military have taken many actions to inform pilots about the exact location and boundaries of this hazardous training area. Still, aircraft intrusions continue, and the FAA is determined to eliminate the problem. Agency inspectors, accident prevention specialists, and air traffic control specialists, supported by various general aviation organizations, are working together to widely publicize the restricted area and the potential dangers to unauthorized aircraft.

For additional information, pilots are encouraged to contact their nearest FAA flight service station or district office before planning flights into the Central Florida-Avon Park areas.

J. Lynn Helms named FAA administrator

J. Lynn Helms has been named by President Reagan for the job of FAA Administrator. Helms is an aeronautical engineer, former test pilot, and a private sector manager with a proven track record. Most recently, he was president, chief executive officer and board chairman of Piper Aircraft Corporation. The 56-year-old Helms was born in DeQueen, Arkansas and earned his B.S. in aeronautical engineering from Oklahoma University. During World War II, he flew with the Marine Corps and later served as a test pilot and instructor pilot. He left the military in 1956 to become a design engineer with North American Aviation in Columbus, Ohio. He moved to the Bendix Corporation in 1963 and in just seven years rose to the position of group vice president. From 1970 to 1974, he was president of the Norden Division of United Aircraft and then was named president of Piper. During his six years at Piper, Helms turned the company around and, according to the Wall Street Journal, saw its market share rise from 23 to 33 percent, its sales from \$146 million to \$446.7 million and its pretax profits from \$2.9 million to \$42.1 million. He resigned from Piper last November.

Helms is still an active pilot with more than 10,000 hours in his log book. He holds a commercial certificate, single and multi-engine ratings and an instrument rating. He is a member of various aviation organizations, including the Society of Experimental Test Pilots and the Pioneer Club. He was elected to the latter organization for being the first pilot to exceed 1,000 m.p.h. in a combat aircraft. Before Helms can take the Administrator's oath of office he must be confirmed by the U.S. Senate. Hearings will be held by the Senate Commerce, Science and Transportation Committee in the near future.



FAA warns: no mace on aircraft

The Federal Aviation Administration is warning airline passengers that they face tough penalties if they try to bring Mace or other brands of irritating or incapacitating sprays aboard an aircraft.

This, the agency said, is because the sprays are classified both as dangerous weapons and as hazardous materials.

A passenger who violates the regulations barring dangerous weapons would face a fine of up to \$1,000. Under the hazardous materials regulations, the penalty could go as high as a \$25,000 fine or five years in prison, or both.

In addition, under local laws where possession of such sprays is illegal, the passenger could face arrest and

prosecution when the substance is detected at the airport screening point.

The agency said it is issuing a warning because of a serious increase in the number of containers of these sprays being detected at the screening points. At three airports in California alone, for example, the number of such containers detected nearly doubled from the third quarter of 1980 to the fourth quarter — from 138 to 261. The airports are Los Angeles, San Francisco and San Diego.

Similar increases have been reported at other airports and the FAA is now investigating approximately 100 of the alleged violations to determine if the passengers should be fined.

Silver Hill: aircraft restoration experts

by Daniel V. Meier, Jr.

Silver Hill, Maryland is a small residential suburb of Washington, D.C., just a few miles southeast of the District of Columbia line. It is also the name of a very important part of the Air and Space Museum of the Smithsonian Institution.

Walking down the wide concrete ramp between the two rows of weathered Butler buildings, you can easily believe that you are on some part of an abandoned Navy air base. Except for a cluster of yellow wing tanks near the back of one of the metal buildings, there is almost no hint of what goes on inside. There is none of the visible glamor of the "downtown" building, none of the architectural splendor appropriate for sacred ground, no spotlighted special attractions.

Building Number 10, distinguished only by several lunch tables and chairs in front, is where most of the work at Silver Hill is done. According to Louis S. Casey, who was for twenty-two years curator of Aircraft for Silver Hill and who now serves as a private consultant, the guiding principle of Silver Hill is preservation rather than restoration.

"When an aircraft is restored, a shop will often find it cheaper and faster to replace a defective part," says Casey, "whereas, our main interest is in preserving not simply the form of the aircraft, but the actual construction and technology that went into building the aircraft at the time."

Casey pointed out a badly deteriorated section of an early Northrop Flying Wing. The entire airplane was constructed of wood laminates, mahogany plywood and glue. Dry rot had invaded parts of the framing, much of the glue had broken down, and large areas of the plywood laminates were separated.

"You see this piece of framing?" Casey said. "It will be taken completely apart and cleaned. Any part of it that is not salvageable will be removed and duplicated to the exact measurements, using the same type of wood, and refastened with the same type of glue used in the original. It is then stamped 'Duplicate' along with the date, and fitted into place. We save as much of the original as possible, regardless of how small the piece might be."

"We're not interested in doing just a cosmetic job on these airplanes," Walter Roderick, the shop foreman, explained later. "We go into it all the way, inside

and out. It's all cleaned, down to the bare metal."

He pointed to the inside wing panel of a twin engine Japanese night fighter, code named "Irving" during World War II.

"Then we examine it thoroughly, every rib and rivet," said Roderick. "If there are no problems, we paint it with a clear preservative wash. We want these planes to last a hundred years before anything has to be done to them again."

Next to the "Irving" was the half-finished fuselage and landing gear of a DH 4. It looked as though it had been taken from its first assembly line and, through some wrinkle in time, had been instantly transported to Silver Hill, 1980. The wood frame fuselage glistened with fresh coats of varnish. The brass radiator reflected the lights and faces all around it. Even the brass heads of the fasteners holding the plywood panels to the fuselage shone like small golden studs. Inside the cockpit, the stick, throttle, throttle linkages and throttle quadrant all glowed with nickel plating. The whole airplane fuselage and engine looked more like a cluster of fine jewels rather than the central components of a flying machine.

"We put the air frame back into an airworthy condition, but the engines are an exception," Roderick said. "We take those apart, just like we do the rest of the airplane, and clean them thoroughly. Then we re-assemble them, fill them full of preservative, seal them up, and reinstall them back into the airplane. That way, a hundred years from now, if someone needs to know how these machines were made, it will all be right here."

Research is not the only important result of the tremendous effort that goes into the preservation of Silver Hill's historic aircraft. According to Casey, a number of patent disputes have been settled because of the intrinsic and unwavering attention to originality and detail.

One illustration of the point was a reconstructed seat for the "Irving" night fighter. One of the seats was missing out of the airplane and, rather than install a seat with questionable accuracy, a wood mold was constructed from one of the original "Irving" seats, matching in every detail the construction of the original. A new seat was made that was indistinguishable from the parent, even down to the wrinkles in the metal and the placement of the holes around the edges for sewing in the cushion.

"If there is a mistake in the original, then that mistake will be in the duplicate," Casey said.

A FW 190 was at the far end of Building 10, undergoing the first stages of preparations. The dark gray fuselage lay on its side, resting on waist high stands. There was a faint odor of oil and dust lingering about it. The mechanic on the job was leaning over a small cleaned section on the right side of the fuselage, peering down at the spot he was gently wet sanding. Behind him, the complete wing assembly stood on its leading edge and, closer by, was a table with a copy of the original blueprints of the airplane and a series of black and white photographs. Each picture disclosed a significant discovery as the mechanic carefully uncovered each layer of paint. Had it not been an FW 190 in front of him, he could have easily been mistaken for an archeologist, slowly and patiently uncovering the remnants of a lost civilization. Indeed, many of the techniques of photographing, recording and analysis are the same.

"Much of the airplane's history is discovered this way," said Casey.

Three different markings had been uncovered so far, each painted over the other, and each told a different story. Who knew what surprises lay waiting under the rest of the layers of dead paint.

The atmosphere in Building 10, except for the occasional clang of a piece of heavy machinery, is one of quiet, not unlike that of a library or a home study. The people working there are not just airplane mechanics. They are also artisans, craftsmen, and scholars. They have little concern during their working day for anything except the job at hand.

Do they find their work tedious or nerve wracking?

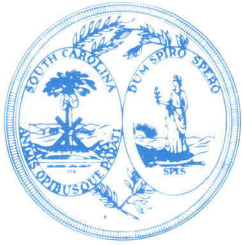
"Absolutely not!" said Roderick. "These men love their work. If they didn't have paying jobs doing this, they would be doing it as a hobby. We consider ourselves very lucky to be here, especially when you think about all the people doing jobs they don't like."

"What happens to the finished products?"

"They're taken downtown (the Air and Space Museum) when they are called for. Some are loaned to museums all over the world, and the others are put in storage until they are needed," Roderick said.

We walked across the concrete ramp to one of the storage buildings. Inside;

Continued back page



SOUTH CAROLINA AERONAUTICS COMMISSION

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Tough judge gets caught with goods

An Alabama Circuit Court Judge was recently arrested by police and U.S. Customs agents at Ft. Pierce, Fla. for attempting to smuggle nearly 100 pounds of marijuana into the U.S.

According to the International Aviation Theft Bureau's newsletter, the pot was found stuffed into bags in a Rockwell Commander after he landed in Ft. Pierce from a trip to the Bahamas.

The judge, who is known for taking a tough stand on drug abuse in his court, just recently sentenced a person from five months to a year in prison (the maximum sentence) for having possessed less than a pound of marijuana.

The judge pleaded not guilty to the charge, claiming the aircraft was searched illegally. He was suspended from the bench until the case is tried.

Silver Hill: aircraft restoration experts

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airplanes, sailplanes, and helicopters of various types from Japan, Germany, Britain, and the United States were crowded together on the floor or suspended from the ceiling. Each airplane had played an important part in the progress of aviation and to be in the presence of each one of them was like a living touch with that progress and a feast for the imagination.

Is there an end in sight to the work going on at Silver Hill? Walter Roderick doesn't think so. They have an inventory of 280 airplanes, most acquired after World War II by the United States Government for study and analysis, and then later donated to the Smithsonian.

"We set a production goal of at least four airplanes a year," Roderick said, "and it has reached the point where we now have to give priority to those planes in most need of preservation."

Additional aircraft are constantly being acquired from the U.S. military and other countries as they reach obsolescence and, as you might expect, Silver Hill is

running out of available space. They still occupy the same land area that was acquired for them after the Korean War when the aircraft had to move from the Bomber plant located on what is now O'Hara Field.

The Silver Hill project started out with an operating budget of thirty-five thousand dollars, and that has grown to a current budget of over a million dollars.

Five years ago there were no outside visitors to Silver Hill but, because of word of mouth, the popularity of the facility has swelled to approximately fifteen thousand visitors a year, and that number is expected to increase in the future. The problems of growth are being helped somewhat by a large number of volunteer workers who offer much of their time to giving guided tours through the facility and assisting in other ways, just for the privilege of being part of Silver Hill.

Walking back along the concrete ramp to the small parking lot, it was necessary

to go through Building 24 to sign out. There, I was fortunate to have some time alone with all the airplanes that I had only read about before. Their engines were now forever silent. Their control surfaces would never again touch the wind. Yet the parts they played in the development of the world, both in war and peace, became sharply real, from the barnstorming Jennys giving pleasant Sunday rides over town, to the liquid fueled Komet rocket plane, representing the last desperate attempts of a nation to survive a violent struggle.

Before leaving, I stopped for a final look at the Spad XIII near the stairs. The tires had long since rotted away. The varnish had almost completely flaked off of the propeller. Much of the fabric hung in rotting shreds.

"That's the last one," Casey had said when I asked him about it earlier. "The time will come when we will have to preserve it, but we want to keep it the way it is for as long as we can because that's what it is, the original."